

The Hongkong Telegraph.

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THURSDAY, DECEMBER 9, 1909.

四拜禮

號九月二十英曆西

556 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling \$15,000,000
Silver \$15,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
G. Balloch, Esq.
J. W. Barclay, Esq.
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R. Shawan, Esq.
H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. E. R. HUNTER

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4½ per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 13th November, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,000,000
RESERVE LIABILITIES OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4½ per cent. per annum.

WM. DICKSON,
Manager.

Hongkong, 5th April, 1909.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,000,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW.

CHIEFOFFICERS:
TIENTSIN, PEKIN, NEWHONGWANG, DALNY, PORT ARTHUR, ANTONG, LIOWANG, MUKDEN, TIE-LING, OHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits:
For 3 months, 4½ per cent. per annum.
For 6 months, 5½ per cent. per annum.
For 12 months, 6½ per cent. per annum.

TAKEO TAKAMICHI,
Manager.

Hongkong, 11th September, 1909.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sch. Taelen 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Prussia), Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. M. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be agreed on application. Every description of Banking and Exchange business transacted.

A. KORN,
Manager.

Hongkong, 4th December, 1909.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 11th January, 1907.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$2,500,000
ABOUT MEX \$7,322,322
RESERVE FUND GOLD \$2,500,000
ABOUT MEX \$7,322,322

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.G.

LONDON BANKERS:
BANK OF ENGLAND, NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business.

It receives Money in Current Account at the rate of 3½ per cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:

For 12 months, 4½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 3 months, 2½ per cent. per annum.

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 18th April, 1908.

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman, C. Stephanus, Esq., Lee Yung Su, Esq., J. H. McMichael, Esq., C. R. Burkill, Esq., J. A. Wattie, Esq., Manager Director, A. J. Hughes, Esq., Secretary, S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force \$34,054,152.00
Assets 7,114,490.08
Income for Year 3,973,834.81
Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong, District Manager, B. W. TAFE, Esq., On on, Macao and the Philippines, District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909.

EXTRAORDINARY BARGAINS.

Come All! Don't miss this chance of getting such cheap things.

Everything reduced except the Regal Shoes.

Now is the chance to get things cheap!

At THE SAVOY, 13, Queen's Rd. Central.

Hongkong, 27th October, 1909.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, & Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO., General Manager.

Hongkong, 19th March, 1908.

Maritime.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL de-patch VESSELS to the Undermentioned PORTS on or about the DATE named—

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { DELTA About 10th Dec. } Freight and Passage.

LONDON, &c., via usual Ports { HIMALAYA About 11th Dec. } See Special Advertisement.

LONDON and ANTWERP via SINGAPORE, PENANG, SOLOMON, PORT SAID and MARSEILLES { NORE About 15th Dec. } Freight and Passage.

SHANGHAI, MOJI, KOBÉ & SYRIA { Capt. D. C. Gregor, R.N.R. } About 18th Dec. } Freight and Passage.

For Further Particulars, apply to R. A. HEWETT, Superintendent.

P & O. S. N. Co.'s Office, Hongkong, 6th December, 1909.

Intimations.

LANE, CRAWFORD & CO. TELEPHONE 97.

CHRISTMAS DELICACIES.

CHOCOLATE WALNUTS.
CHOCOLATE PEPPERMINTS.
CHOCOLATE GINGER.
CHOCOLATE DESSERT.
CHOCOLATE CREMES.

BUTTERSCOTCH.
BARLEY SUGAR.
TURKISH DELIGHT.
NUTMILK CHOCOLATE.
PULLED FIGS.
CARLSBAD PLUMS.
ELUAS PLUMS.
CHRISTALIZED FRUITS.

LANE, CRAWFORD & CO.

WHISKIES SCOTCH.



Fine Old Glenlivet.
"Very Old Highland" Blend.
Robert Macdonald.
Monarch of the Glen.
Rare Old Blend.
Wayfoong Blend.
Extra Special Finest Liqueur.
"Polo" (bottled at Home).
O. D. S. (very choice).
V. O. S. (old matured).
Farrintosh, great age (very fine).

CALDBECK, MACGREGOR & CO.,
Wine & Spirit Merchants.

Hongkong, 1st December, 1909.

Hotels.

BEST BRANDS OF LIQUORS.

MEALS A LA CARTE AT ALL HOURS.

DINING ROOMS CAN BE RESERVED.

BOARD and RESIDENCE at MODERATE RATES.

BELLE VIEW HOTEL

Telephone No. 907.

TEA and REFRESHMENTS served on the Lawn or Verandah.

WM. WINCH,
Manager.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,150 Tons, "FATSHAN" 2,250 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:15 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUOHOW LINE.

S.S. "SAINAM" 585 Tons, and "NANNING" 550 Tons.

One of the above steamers leaves Canton for Wuohow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuohow for Canton on the same days at 8:30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Sannai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 12TH DECEMBER, 1909.

The Company's Steamship "HEUNGSHAN," will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.

Departure from Macao at 3 P.M.

Machado's String Band will play during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909.

A. F. DAVIES,
Manager.

THE VIENNA CAFE COMPANY, LIMITED.

No. 34, QUEEN'S ROAD, CENTRAL.

Telephone No. 924.

BEG to notify the Public that A MODERN AND UP-TO-DATE BAKERY AND CAFE under exclusively European management has been opened at the above entirely rebuilt and modernized premises.

The latest sanitary improvements employed.

Strictest cleanliness all over the place.

Use only first class flour and other material.

The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for THE BAKERY and CONFECTIONERY DEPARTMENT.

The long experience of both Gentlemen in up-to-date establishments on the Continent, is the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, 20th September, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMBAU, Proprietor.

Telephone 214.

Telephone "Astor"

Manager.

Mails.

NORDDEUTSCHER LLOYD.

BREITENBURG

IMPERIAL GERMAN MAIL LINES

STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz About SATURDAY, 11th Dec.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" F. v. Bonten WEDNESDAY, 15th December, Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	BULOW Capt. F. Prosch About WEDNESDAY, 15th December.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz FRIDAY, 31st Dec., Daylight.
KUDAT and SANDAKAN	"BOAKMO" Capt. F. Sembill Middle of December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th December, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	OCEANIC	Sellier	20th Dec. P.M.
MARSEILLES, via PORTS	TONKIN	Charbonnel	21st Dec. at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	NHRA	Martin	3rd Jan. P.M.
MARSEILLES, via PORTS	POLYNESIAN	Broc	4th Jan. at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 7th December, 1909.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"
Capt. Marabal (1900 tons 14 knots) Capt. Biennaine

DEPARTURE:

From HONGKONG the Co.'s Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.

From CANTON (French Concession, Shamshui) Every Evening at 5.15 excepting Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier
CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

"HEAD OFFICE," Canton.

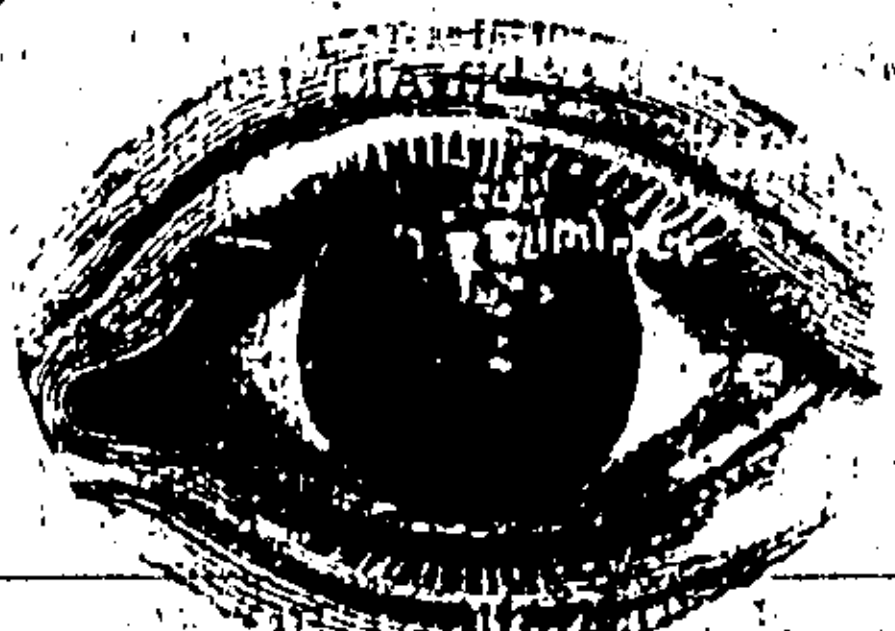
P. A. LAFICQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bayers (\$1.80) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shamshui at about 3 p.m.

Hongkong, 19th November, 1909.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground—All kinds of Spectacles for all requirements.

Ask for trials, for Illustrated Booklet on "Detective Sight"—free.

LONDON: JOHN BULL, 10, BUCKINGHAM STREET, W.1.
HONGKONG: 10, BUCKINGHAM STREET, W.1.
SHANGHAI: 100, Nanking Road.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be warranted.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Bootts,

A. 1, and Watkins.

Yokohama, April 28th, 1903.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LADNOMES,

&c. &c. &c.

Agents for
FERGUSON'S SPECIAL ORNAM.
and
P. & O. SPECIAL LIQUOR SOOTH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

REGRET

You will NEVER if you
VISITMOHIDEEN &
THAHA,in
D'AGUILAR STREET,the
NEW JEWELLERS
AND DEALERSin
CEYLON PRECIOUS
STONESof every description, and
other GEMS.

Hongkong, 11st August, 1909.

LEE YEE
HAIR DRESSING SALOON.HAS ALWAYS ON HAND
CIGARS, CIGARETTESAND
TOILET REQUISITES
FOR SALE.15, D'AGUILAR STREET,
HONGKONG.

Hongkong, 2nd September, 1909.

OSMAN &
CASUM,

1 & 3, D'AGUILAR STREET

JUST UNPAKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

or

TYPEWRITERS, BICYCLES
(and MOTORS).

DRAGON CYCLE DEPOT,

33 and 35, Des Voeux Road.

RUBBER NOTES.

FACTS CONCERNING NERVOUS HOLDERS.

Wason writes to *The Financier*, of October 29 as follows:—In following the fortunes of the rubber share market fairly closely for the last three years, I have been struck by one or two things. One is the great nervousness of holders, and the other the general lack of knowledge of even insiders in prophesying the future. To the latter I must make a most honourable exception in favour of the commercial editor of *The Financier*, who appears to me to have been very fairly substantiated in his many forecasts. He has been generally correct, and his cheerful encouragement and sometimes forcibly-worded support, in his daily and weekly remarks, have been often, in times of healthy (but annoying) reactions, like a couple of pairs of sound crutches to one who started in rubber shares as a weak-kneed bull. Had the insiders realized the future, is it possible they would have allowed shares, in view of large crop returns, interim dividends, etc., to have remained so long at the low levels at which they stood previous to June, 1909? Holders have been hitherto extraordinarily nervous. Now they appear to be getting a little braver. When they held shares that apparently they were quite pleased with at the price of the share and the raw material, the raw material would show a rise, possibly a large one, and the share value would appreciate very slightly. After having enjoyed the benefit of the higher price of rubber for some weeks, immediately any fall from this higher level took place the tendency was at once to put the shares down to the original level.

REASONS FOR THEIR NERVOUSNESS.

The real fact, in Wason's opinion, is that this is an industry of a kind which the public has never had a chance of associating with before, and consequently they cannot judge or gauge its possibility in the slightest. There has probably never before been such a chance for investors, who will explore a new and unknown (and therefore terrifying) region of finance. A rubber investment differs on broad principles from any other in at least two ways:—

1. In what other undertaking does the stock-in-trade, i.e., the trees improve with age? In other ventures it almost invariably (barring wine and other commodities which are much subject to the popular taste of the moment, deteriorates.

2. The great trouble of most obviously successful enterprises is competition. In any other new industry which promises good profits competition can spring up almost at once. Say that the taxicab is started by a company and is a success. In six months twenty similar companies may have erected factories, and be out-plying cabs daily by the dozen, and the pioneer company is stifled. To take a company (like rubber) interested in the produce of the land, corn and vegetables grow from year to year, die and are dependent on climate, and competition can step in and spoil the market in one year. But in the case of rubber you cannot have a serious competition by new rival companies entering the field, as in the taxicab case, at once; they must wait five years before they will, as it were, have built their taxicab factory.

Think of the enormous pull the old producing rubber companies have, simply on account of these two plain principles.

THE QUESTION OF COMPETITION.

Even when the competition does come, the old firms already in the field, but against the wild rubber companies. The generally accepted theory put forward that the Amazon trade will be seriously curtailed, seems to me absolutely sound. I gather that there is a vast amount of restriction, duties and chicanery in the handling of the rubber industry in South America, and the systematic growing under the fair trade of the British flag, under healthier labour conditions and with the enormous advantage of proximity to the seaboard (for transport), will tell, and transfer the headquarters of the trade to Malaya. Fortunately for the British investor, freedom and plenty flourish in Malaya, and the supply of labour is ample and cheap. Hence the large profits on rubber.

Intimations.

HARBOUR MASTER'S DEPARTMENT.
IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On the 6th, 7th, 9th and 10th December, 1909.
In the direction of Chin-lan-chu and Customs Pass, at ranges up to 8,000 yards, commencing at 10 A.M., and finishing (if the range is clear) at 4 P.M.

If the weather is unfavourable on the above date, practice will take place on the following day.
All ships, junks and other vessels are to keep clear of the range.

BASIL TAYLOR,
Commander, R.N.,
Harbour Master, &c.

Hongkong, 3rd December, 1909.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, DAME ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Onions and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PATCHES, or old HOSIERY to be made into BUCKLES for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 1st April, 1909.

HATHER-PORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and a DRUM below. Indicates a Typhoon to the North-East of the Colony.
3. A DRUM. Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and a DRUM below. Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and a BALL below. Indicates a Typhoon to the South-West of the Colony.
7. A BALL. Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and a BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal, being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light House.

F. G. Pien,
Director.

Intimation.

Powell's

Xmas

Bazaar

NOW

OPEN.

POWELL'S

ALEXANDRA

BUILDINGS.

and

28, Queen's Road.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 10th December, 1909, at 11 A.M., in
F Godown, Bowington,
26 CASES ARRACK.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th December, 1909. [819]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 11th December, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street.
A LARGE QUANTITY OF
MISCELLANEOUS ARTICLES,
Comprising:—
PICTURES, CLOTHES and HAIR
BRUSHES, LADY'S HAND BAGS, CHINA
FIGURES, JEWEL BOXES, TOYS,
WOOLLEN SINGLES, RUBBER BALLS,
DOLLS, HATS, CLOCKS, TYPEWRITER,
&c., &c.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 7th December, 1909. [822]

PUBLIC AUCTION.

THE Undersigned have received instructions from Captains Bremer & Frahm, to sell by
PUBLIC AUCTION,
on
MONDAY,
the 13th December, 1909, at 2.30 P.M., within
their residence, MacDonnell Road,
THE WHOLE OF THEIR
VALUABLE HOUSEHOLD
FURNITURE.
Particulars from Catalogue.
TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 7th December, 1909. [823]

To Let.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 22nd October, 1909. [730]

TO LET.

NOS. 20 and 21, PRAYA, KENNEDY
TOWN, two extensive two-storied
semi-detached godowns, ground surface of
cement concrete.
No. 1A, Praya, Kennedy Town, one extensive
two-storied godown.
All are in first class condition, suitable for
storing Rice, Flour, &c.
Rents moderate.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 8th November, 1909. [761]

TO LET FURNISHED.

"TANTALLON," 126A, Barker Road.
Rent \$215.00 per month. Seen by
appointment only.
Apply to—
GODDARD & DOUGLAS.
Hongkong, 8th December, 1909. [824]

TO LET.

KING'S BUILDINGS, OFFICES facing
the Harbour from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., LD.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. [463]

TO LET.

NO. 1 & 3 MORRISON HILL, also
OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON
& CO., LTD.
Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT
ROAD.
A HOUSE in WONG-MEI-CHONG ROAD
A HOUSE in RYAN TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 168, DES VOUEX
ROAD next to the Hongkong Hotel.
FLATS in MORTON TERRACE.
No. 10, DES VOUEX ROAD CENTRAL
1st Floor.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th November, 1909. [5]

TO LET.

GODOWN, No. 54, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 10th Dec, 1909. [79]

To Let.

TO LET.

OFFICES and ROOMS on the 2nd
Floor of No. 14, Des Voeux Road
Central (formerly occupied by Messrs. Shaw,
Tomes & Co.).
Apply to—
THE COMPTON DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 11th September, 1909. [188]

TO LET.

IN No. 6, DES VOUEX ROAD CENTRAL,
One Godown.
In No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers, No. 34,
WYNDHAM STREET.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 18th November, 1909. [58]

Consignees.

"SHIRE" LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND
STRAITS.

THE Company's Steamship

"CARDIGANSHIRE."

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Co's hazardous and/or extra hazardous
Godowns, at Kowloon, where each consignment
will be sorted out mark by mark, and delivery
can be obtained as soon as the goods are
landed.

Goods not cleared by the 13th inst., at 6
A.M., will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, where they will be examined at
9.30 A.M. on the 11th inst. No Claims will be
admitted after delivery of Cargo has been
effected to Consignees, and same must be pre-
sented within ten days of the steamer's arrival
here, otherwise they will not be recognised.
Optional Goods will be carried on unless
instructions are given to the contrary before
steamer's arrival.

JARDINE, MATHESON & Co., LD.,
Agents.
Hongkong, 6th December, 1909. [81]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex
a.m. *Indra* and *Godown*, in con-
nection with above Steamer are hereby informed
that their Goods with the exception of Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co., LD. at
Kowloon whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 1 P.M. TO-DAY, requesting it to be
landed here.
Bills of Lading will be countersigned by the
Undersigned, Goods remained unclaimed after
MONDAY, the 13th December, at Noon will
be subject to rent and landing charges.

All claims must be sent in to me on or
before the 13th December or they will not be
recognised.

All damaged packages will be examined on
MONDAY, the 13th December, at 3 P.M.
No Fire Insurance has been effected.
P. DE CHAMPORIN,
Agent.
Hongkong, 6th December, 1909. [59]

FROM EUROPE.

THE H. A. L. Steamship

"SITHONIA"

Captain Brömer, having arrived, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the hazardous and/or extra-hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, whence delivery may be
obtained against Bills-of-Lading, counter-
signed by the Undersigned.

Optional Cargo will be carried on unless
notice to the contrary be given before TO-
DAY.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 13th inst. will be subject
to rent.

All broken, chafed and damaged Goods must
be left in the Godowns, where they will be
examined on the 11th inst. at 3 P.M.
No Fire Insurance will be effected by us in
any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 6th December, 1909. [617]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC,"
FROM TACOMA, VANCOUVER, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigning
and to take immediate delivery of their
Goods from alongside.

No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th December, 1909. [10]

FIGHT WITH LEOPARD.

MR. ROOSEVELT'S PICTURES OF LIFE ON
VELDT.

With vivid pen ex-President Theodore
Roosevelt depicts life amongst the settlers in
British East Africa. The settlers are mainly
English and Dutch. Mr. Roosevelt sees no
difference between them. All are free fellows.
Mr. Roosevelt's headquarters when writing
his letter to the Daily Telegraph were Kit-
anga, with the snowy peaks of Kilimanjaro
visible in the distance. His host was Sir
Alfred Pease. At Sir Alfred's place, says Mr.
Roosevelt, two Boers were working, Messrs.
Prinsloo and Klopper. We foregathered, of
course, as I, too, was of Dutch ancestry;
they were strong, upstanding men, good
mechanics, good masons, and Prinsloo spoke
English well. I afterwards stopped at the
farm of Klopper's father, and at the farm
of another Boer named Lohj and I met other
Boers while out hunting—Erasmus, Botha,
Jonker, Meyer. They were descendants of
the Voortrekkers with the same names, who
led the hard-fighting farmers northward from
the Cape 70 years ago; and were kinsfolk of
the men who since then had made these names
honourably known throughout the world.

BOER AND BRITAIN.

There must, of course, be many Boers who
have gone backward under the stress of a hard
and semi-savage life; just as in our com-
munities of the frontier, the backwoods, and
the lonely mountains there are shiftless
'poor whites' and 'mean whites' mingled
with the sturdy men and women who have
laid deep the foundations of our national
greatness. But, personally, I happened not to
come across these shiftless 'mean white' Boers.
Those that I met, both men and women, were
of as good a type as any one could wish for in
his own consignment or could admire in another
nationality. They fulfilled the three prime
requisites for any race; they worked hard, they
could fight hard at need, and they had plenty
of children. These are the three essential
qualities in any and every nation; they are by
no means all-sufficient in themselves, and there
is need that many others should be added to
them; but the lack of any one of them is fatal,
and cannot be made good by the presence of
any other set of attributes. It was pleasant to
see the good terms on which Boer and Britain
met.

THRILLING STORY.

Many of the English settlers whose guest I
was, or with whom I hunted—the Hills, Cap-
tain Slater, Heatley, Judd—had fought through
the South African War, and so had all the
Boers I met. The latter had been, for the
most part, members of various particularly
hard fighting commands; when the war closed
they felt very bitterly, and wished to avoid
living under the British flag. Some moved
West and some East; those I met were
among the many hundreds, indeed, thou-
sands, who travelled northward—a few over-
land, most of them by water—to German
East Africa. But in the part in which
they happened to settle they were decimated
by fever, and their stock perished of cattle
sickness; and most of them had again moved
northward, and once more found themselves
under the British flag. Mr. Roosevelt tells a
thrilling story of a fight between a man and a
leopard in which the man won. The dangerous
game of Africa are the lion, buffalo, elephant,
rhinoceros, and leopard. The leopard is, in
point of pluck and ferocity, more than the equal
of the other four; but his small size always
renders it likely that he will merely maul, and
not kill, a man.

CHOKING A LEOPARD.

My friend, Carl Akely, of Chicago, actually
killed bare-handed a leopard which sprang on
him. He had already wounded the beast twice,
crippling it in one front and one hind paw,
whereupon it charged, followed him as he tried
to dodge the charge, and struck him full just as
he turned. It bit him in one arm, biting again
and again as it worked up the arm from the
wrist to the elbow; but Akely threw it, holding
its throat with the other hand, and flinging its
body to one side. It luckily fell on its side
with its two wounded legs uppermost, so that
it could not tear him. He fell forward with it,
and crushed in its chest with his knees until he
distinctly felt one of its ribs crack; this, said
Akely, was the first moment when he felt he
might conquer. Redoubling his efforts with
knees and hand, he actually choked and
crushed the life out of it, although his arm was
badly bitten.

A TEST MATCH SELECTOR'S
LOT.CRICKETERS' CURIOUS ATTEMPTS AT
HUMOUR.

Mr. H. D. G. Leveson-Gower, speaking at
the Limpfield Cricket Club dinner, said, with
regard to the English Selection Committee,
he was not there to make excuses, least of all
for the committee, in respect of England's
defeat by the Australians, a fact which was
perhaps due more to their superiority in the
cricket field than anything else.

When he was elected on the committee,
he felt it was a great honour to take part in
choosing the side to represent England, but
he was not quite sure about it now, as he
had been subjected to a great deal of criti-
cism. It would surprise them to know that
he had received between 180 and 190 com-
munications. Most of them were of an anony-
mous character—some were abusive, some
were meant to be kindly, and others were dis-
tinctly amusing.

One gentleman suggested after the second
test match at Lords that they should include
Harry Fisher and George Robey in the next
English eleven, pointing out that the Old
Country had no cricketers that could beat the
Australians on their merits; but if these two
gentlemen played, the Australians would be
reduced to zero by laughing that England
would then have a chance of winning.

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds
in plenty everybody knows; but it is seldom
or never that any large business house is guilty
of them, no matter what line of trade it follows.
There can be no permanent success of any
kind based on dishonesty or deception. There
never was, and never will be. The men who
try that are simply fools and soon come to
grief—as they deserve. Now many persons
are, nevertheless, afraid to buy certain
advised articles lest they be humbugged
and deluded; especially are they slow to place
confidence in published statements of the
merits of medicines. The remedy known as
WAMPOLE'S PREPARATION
is as safe and genuine an article to purchase
as flour, silk or cotton goods from the mills of
manufacturers with a world-wide reputation.
We could not afford to exaggerate its qualities
or misrepresent it in the least; and it is not
necessary. It is palatable as honey and con-
tains the nutritive and curative properties of
Pure Cod Liver Oil, extracted by us from fresh
cod livers, combined with the Compound
Syrup of Hypophosphites and the Extracts of
Malt and Wild Cherry; and how valuable such
a blending of these important medicinal agents
must be to plain to everybody. It is beyond
price in Anemia, Insomnia, Weakness and lack
of Nervous Tone, Poor Digestion, Wasting
Diseases, La Grippe, Lung Troubles and Blood
Impurities. Science can furnish nothing better
—perhaps nothing so good. Dr. W. H. Dalfs,
of Canada, says: "I have used it in my practice
and take pleasure in recommending it as a
valuable tonic and reconstructive." It is a
remedy that can afford to appeal to its record
and represents the science and knowledge of
bright and aggressive medical investigation.
Effective from the first dose. "You cannot be
disappointed in it." Like all good things it is
imitated. Sold by chemists throughout the
world.

"SOLIGNUM."

A PERFECT preservative stain for Wood,
Stone, and brickwork.

It protects against Decay, Fungus, Dry
Rot, the Ravages of Insects and Vermin
(especially the wood ant) and the action of the
weather.

"Solignum" really does what is claimed
for it, as may be seen from the testi-
monials of the Governments of India, the
Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information
from

SIEMSEN & CO.,
(Machinery Dept.) Hongkong,
Sole Agents.
Hongkong, 7th December, 1909. [821]

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.
XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,

Sole Agent.
Hongkong, 30th April, 1909. [140]

YUEN HING,

No. 4, D'AGUIAR STREET,
FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL
DEALERS
in all kinds of hand-made
DRAWN and EMBROIDERY CHINESE
LINE GRASS CLOTH, PEWTER
WARE, &c.,
all of the best quality.
Hongkong, 6th August, 1909. [679]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
FURNITURE WAREHOUSE

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 35, DES VOUEX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Messrs. and
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(84.) A. S. WATSON & Co.
25th May, 1909.

ORDERS punctually attended to and
CHARGES most moderate.

AN INSPECTION INVITED
Respectfully to All.

For Sale.

FOR SALE.

AMERICAN BILLIARD TABLE
(Nearly New).
Balls, Cues, Rest, all complete.
Apply to—
GEO. MCBAIN,
No. 22, New Praya.
Hongkong, 24th November, 1909. [793]

FOR SALE

AT

GRACA & CO'S
STORE.

27, DES VOUEX ROAD CENTRAL.

DOLLS.

TOM SMITH'S CRACKERS.

TOYS.

SWEETS.

CHRISTMAS and NEW YEAR

CARDS.

ALBUMS.

CHILDREN'S MAIL CARTS,

AND

A Variety of Articles suitable

for

CHRISTMAS.

INSPECTION INVITED.

GRACA & CO.,

27, DES VOUEX ROAD CENTRAL. [86]

Intimations

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes
11.30 a.m. to 12.45 p.m. ...Every 15 minutes
12.45 p.m. to 1.15 p.m. ...Every 15 minutes
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 15 minutes
2.15 p.m. to 3.00 p.m. ...Every 15 minutes
3.30 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m. to 8.00 p.m. ...Every 10 minutes

NIGHT CARS.

2.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes
9.00 a.m. to 9.30 a.m. ...Every 15 minutes
9.30 a.m. to 10.30 a.m. ...Every 15 minutes
10.30 a.m. to 11.00 a.m. ...Every 15 minutes
11.45 a.m. to 12.00 noon ...Every 15 minutes
12.00 noon to 1.00 p.m. ...Every 15 minutes
1.00 p.m. to 1.30 p.m. ...Every 15 minutes
1.30 p.m. to 2.00 p.m. ...Every 15 minutes
2.00 p.m. to 3.00 p.m. ...Every 15 minutes
3.00 p.m. to 8.00 p.m. ...Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 2.15 p.m., 11.30 p.m. and
11.45 p.m.
SPECIAL CARS by Arrangement at Old
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 1st April, 1909.

BENGERS
Food

is quite distinct from
any other. It possesses
the remarkable property
of rendering milk, with
which it is mixed
when used, quite
easy of digestion by
children, invalids and
convalescents.

Benger's Food is sold in
tins by Chemists and
everywhere.

Intimation.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALTIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's
FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$25 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportionally reduced for any period less than one month will be charged as for a full month.

The daily time is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies Daily, 10 cents. Weekly, twenty-five cents (for cash only).

MARRIAGE.

On December 4, 1909 at Shanghai, William Sims Featherstonhaugh to Mary Sydney, elder daughter of the late Thomas Boyd and of Mrs. David Campbell, of Shanghai.

DEATH.

On December 4, 1909, at Shanghai, Florence Ellis, beloved wife of Capt. Patterson (late I. M. Customs), 26 Range Road.

The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 9 1909.

OUR SHIPPING.

In a part of the size and importance of Hongkong anything that concerns the shipping world is, of interest to the community at large. It is therefore with no feeling of remorse that we propose to divert our attention to the condition of British and foreign shipping for the year ending June last. Our facts are gained from Lloyd's Register of Shipping—which requires neither italics nor quotation marks to emphasize its authenticity—and they are briefly to the effect that during the period referred to the vessels classed by Lloyd were 7,423,544 in number and of 13,435,511 in

tonnage; and foreign 561 in number and 7,423,544 in tonnage. The depression in shipping still continues and we are told that the total tonnage under construction in the United Kingdom at the end of June last was less than 53 per cent. of the amount building three years before. The most important fact which calls for mention in the work of the society during the past year is the completion of the task of revising the society's rules for the construction of steel ships, which occupied the attention of the committee for several months. The old rules, originally adopted many years ago, had been kept up to date by means of amendments and additions made by the committee from time to time, and proved sufficiently adaptable to be applied as a standard of strength to the various new designs produced by naval architects to meet the requirements of modern overseas trade. Of late years, however, the evolution of cargo-carrying vessels has made rapid progress, and the modification of many types had reached a stage at which it seemed that a general revision of the society's rules was desirable, in order to render them more readily applicable to the changing conditions of construction. The committee believe that the work has been successfully accomplished and that the revised rules, which they are gratified to know have already been accorded a very favourable reception, will be found to meet the requirements of the modern cargo capacity, economical both as regards weight and cost while still maintaining the high standard of efficiency which it has always been the society's object to uphold. Since June last year 44 steamers of over 5,000 tons have received the 100 A1 class and eight vessels of over 9,000 tons are included in the list. The Toyo Kisen Kaisha is responsible for one, the *Chitoye Maru*—the biggest of the bunch with 13,416 tons—the Orient Company with four, all over 12,000 tons; and the P. & O. with three, 11 in the neighbourhood of 10,000 tons. It may be mentioned that during the period under review seven steamers, each over 8,000 tons gross, of which the turbine s.s. *Chitoye Maru* is the largest, have been built in Japan to class 100 A1, and in each case, except that of the above-named vessel, the machinery has been made in that country. At the present time, in addition to a fifth liner for the Orient Co., similar to the four previously mentioned, the new Cunard steamship which is to take the place of the *Starnia* is being built to the Society's highest class, as are also two new Union-Castle liners, each of 13,000 tons. Reference may also be made to some other interesting vessels which have recently received, or are being built to, the 100 A1 class, such as the two twin screw steamers for the Canadian Government, the s.s. *Earl Grey*, to be used as an ice breaker and specially fitted up for the passenger and mail service between the mainland and Prince Edward Island, and the s.s. *Simcoe*, for Lake Service and constructed with special appliances for lifting light buoys; the s.s. *Montevia*, built at Sunderland, representing a novel design of construction in the form of two corrugations worked in the shell plating of the sides, which it is claimed will have the effect of diminishing the resistance of the vessel. Further reference may be made to the classification by the society of vessels built on Mr. Isherwood's longitudinal system of construction. Up to the present, thirteen vessels of this type with a total tonnage of 64,000 tons have been, or are intended to be, classed in the Register Book. In the course of the year the plans of 53 vessels intended to be built of steel, 52 of wood, and one composite—making a total of 53 vessels—were submitted for the committee's consideration, with a view to the approval of the vessels for classification by the society. During the year 477,513 tons of ship and boiler steel were tested by the society's surveyors at home and abroad. At the present time are 71 steel manufacturing firms in the United Kingdom, and 149 abroad, recognised by the committee for the production of steel for use in the construction of vessels and machinery intended for classification in Lloyd's Register Book. Prior to such recognition being extended to any establishment it is necessary that the works shall have been inspected and reported upon satisfactorily by the society's surveyors. The number of vessels employed in the carriage of refrigerated cargoes continues to increase, the total capacity of the steamers engaged in the trade at the present time representing 12 million carcasses of mutton. The immense growth of this industry and the large values involved add to the importance of the scientific inspection and trustworthy classification of refrigerating machinery and appliances furnished by this society. In view of the increasing extent to which wireless telegraphy and submarine signalling are being used in passenger steamers, the committee have caused special notations to be made in the present edition of the society's Register Book in the cases of vessels installed with apparatus for the above purposes, and have also included in the book separate lists of vessels so fitted. There are recorded in the Registered Book at the present time 404 vessels fitted with wireless telegraphy, and 595 vessels fitted with submarine signalling apparatus. We need not go into further

details, but it must be said that it was a great day for the United Kingdom when Lloyd's attracted to itself the attention of the shipping world and helped to maintain that supremacy of the sea in the navigation as well as the construction of ships which we hope will continue.

LOCAL AND GENERAL.

THE Governor has a bad cold. He could hardly speak at the Legislative Council this afternoon.

A COOLIE was this morning awarded six weeks' hard labour for stealing two brass hinges from a private ricksha.

THE C. N. Co.'s s.s. *Shamoi* brought a consignment of poppies from Tientsin to-day for the Chinese army at Canton.

THE Japanese Cabinet has approved of the Yokohama Specie Bank assuming the functions of a central bank in Manchuria.

DIFFICULTY is being experienced by Japanese banks in finding employment for their deposits. The First Bank is said to have ¥8,000,000 lying idle and the Mitsui Bank ¥7,000,000.

LAU YAU, an accountant, of No. 40, Lower Lascar Row, was this morning charged at the Magistracy with receiving a pair of binoculars, valued at £6-10s, knowing the same to have been stolen from the Naval Store at Kowloon. Bail was allowed in the sum of \$100.

CAPT T. E. COCKER, Deputy Commissioner, I. M. Customs, has been transferred from Foochow and appointed Deputy Commissioner at Hangchow, taking the place of Mr. T. Macphail, who goes home on furlough. Mr. C. Audiet relieved Capt. Cocker.

THE Kalumpung Rubber Co., Ltd., issued the following details of the Rubber yield of Kalumpung estate:—Output of wet rubber in November, 6,765 lbs. Output of wet rubber September-November 18,980 lbs. Equivalent in dry rubber about 17,000 lbs. Dry rubber shipped to London to 30th November, 9,832 lbs.

THIS evening at the Union Church Literary Club, Kennedy Road, Eng. Lieut. Hodson, R.N., will deliver a lecture entitled "European Pottery and Porcelain—especially of the 19th Century" illustrated by lantern views. This lecture is open to the public, and the chair will be taken by Mr. J. C. Foughlin at 9 p.m. sharp.

A FIRE broke out at No. 8 Hillier Street, shortly after six o'clock last evening. The house where the fire occurred is an iron-dealer's establishment and the cause of the fire is said to have been the accidental ignition of some wooden cask. The damage done amounts to about \$400. The house was insured with a British firm for \$8,000.

ASILE DE LA SIE ENFANCE.

ANNUAL SALE OF WORKS.

The annual sale of works, held under the auspices of the Asile de la S'ie Enfance, commenced at the City Hall this afternoon. There was a fashionable attendance of ladies in the early part of the afternoon's proceedings and later in the day a fairly large number of patrons of the enterprise also patronised the fair. Owing to the Legislative Council meeting, His Excellency the Governor was unable to perform the formal opening ceremony in connection with the sale but Sir Frederick Lugard visited the bazaar at a later hour. It is to be hoped that the funds of this charitable institution, which is doing so much for the Chinese children in the Colony, may be materially assisted by the proceeds of to-day's sale.

The names of the ladies in charge of the fancy goods stalls are:—Mrs. Lyon, Mrs. Gordon, Mrs. Maitland, Mrs. Ede, Mrs. Moxon, Mrs. G. Hastings, Mrs. Stabb, Madame Berisodogae, Frau Vorettsch, Frau Von Weiser, Mrs. Ormiston, Mrs. Adamson, Mrs. Harker, Miss Sieb, Madame de Sigalas, Mrs. Jones Hughes, Mrs. Evan Jones, Mrs. Lammer, Mrs. Gimble, Mrs. Seib, Mrs. Hilda, Mrs. Bell, Miss Ella Rowe, Mrs. Chapman, Mrs. Bolles, Mrs. Hocking, Mrs. Thompson, and Miss Hughes, Miss Chapman, Miss Hoffman, Miss Gimble, and Miss Harker. The refreshments stall-holders were:—Lady May, Mrs. Lyon, Mrs. Gresson, Mrs. Chamier and Miss Lyon.

VOLUNTARY CORPS ORDERS.

Parades at Headquarters at 5.30 p.m. Monday, 13th December. Maxim drill and instruction in mechanism. Artillery and Infantry Corps. Instructor Sergt. Moore, R.O.A.

Wednesday, 15th December.—Instruction of gun layers. Friday, 17th December.—Instruction of gun layers. Instructor Sergt. Carman, R.O.A. All members of artillery units can attend gun laying class.

Parade at Quarry Bay at 5.15 p.m.—Thursday, 16th December.—Maxim gun drill. Instructor: Sergt. Moore.

Engineer Company.—Wednesday, December 15th, at West Fort, Kowloon, at 6 p.m.

Engineer Company.—Musketry course at King's Park Range on Sunday, the 19th December, at 2 p.m. and 9 a.m.

Mr. Francis Aslett joined the Corps on the 8th instant, assigned Corps No. 1,113, and posted to the Engineer Company.

Gr. T. G. Weall of No. 3 Company is permitted to resign with effect from the 6th instant.

Gr. H. W. Pettley of No. 1 Coy is transferred to the Infantry Coy, with effect from the 3rd instant.

Private F. G. Carroll is granted leave of absence for six months with effect from this date.

HIS EXCELLENCY THE GOVERNOR'S CUP. Results of competition held at Tai Hang, on 4th December. Winner Corp. V. Sorby, and Capt. G. G. Wood, 3rd Pte Lancers.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Hon. Sir Henry May, K.C.M.G. (Colonial Secretary), Hon. Mr. F. A. Haselard (Attorney-General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. P. N. E. Jones (Director of Public Works), Hon. Mr. F. J. Baderley (Captain Superintendent of Police), Hon. Mr. A. W. Brewin (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.O., Hon. Mr. Wei Yuk, C.M.O., Hon. Mr. E. Osborne, Hon. Mr. E. A. Hewitt, Hon. Mr. Murray Stewart, and Mr. O. Clementi (Clerk of Council).

AGENDA.

His Excellency Major-General R. G. Broadwood, C.B., (Commanding the Forces), Hon. Mr. W. J. Gresson.

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 55 and 56. It was agreed that they be referred to the Finance Committee.

FINANCE COMMITTEE REPORT.

The report (No. 19) of the Finance Committee was adopted.

TRADE MARKS.

On the motion of the Attorney General seconded by the Colonial Secretary the Bill entitled an Ordinance to amend the Law relating to Trade Marks, was read a third time and passed. A small amendment was made in the fourth section.

STAMP ORDINANCE.

The Attorney General moved the second reading of the Bill entitled an Ordinance to amend the Stamp Ordinance, 1901.

The Colonial Secretary seconded.

Agreed.

CIVIL PROCEDURE.

The Attorney General moved the second reading of the Bill entitled an Ordinance to amend the Civil Procedure.

The Colonial Secretary seconded.

Agreed.

SQUATTERS ORDINANCE.

The Attorney General moved the second reading of the Bill entitled an Ordinance to amend the Squatters Ordinance, 1893.

The Colonial Secretary seconded.

Agreed.

NEW TERRITORIES FORESHORE.

The second reading of the Bill entitled an Ordinance to exempt Crown Leases granted in respect of Foreshore and submerged lands in the New Territories from a certain condition imposed under this Foreshore and Sea Bed Ordinance, 1901, was passed on the motion of the Attorney General, seconded by the Colonial Secretary.

WIRELESS TELEGRAPHY.

The Attorney General moved the second reading of the Bill entitled an Ordinance to amend the Wireless Telegraphy Ordinance, 1901, and the Wireless Telegraphy Ordinance, 1909.

The Bill was then considered in Committee, read a third time and passed.

ORDER AND CLEANLINESS.

The second reading of the Bill entitled an Ordinance to amend the Order and Cleanliness Ordinance, 1867, was passed, on the motion of the Attorney General, seconded by the Colonial Secretary.

LIQUOR ORDINANCE.

The Attorney General moved the second reading of the Bill entitled an Ordinance to amend the Liquor Licences Ordinance, 1898, and the Liquor Licences Extension Ordinance, 1908, and the repeal of the Liquor Licences Amendment Ordinance, 1902.

Council went into Committee and the Bill was reported with amendments.

TRAMWAYS.

The second reading of the Bill entitled an Ordinance to amend the Tramway Ordinance, 1923, was not proceeded with.

ADJOURNMENT.

The Council adjourned until the 16th inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

A sum of one hundred dollars in aid of the vote Colonial Secretary's Department and Legislature, other charges, for the following items:—

Incidental expenses..... \$50
Newspapers, periodicals, etc..... 50
Total..... \$100

ANTI-MALARIA CAMPAIGN.

A sum of fifty dollars and seventy-two cents (\$50.72) in aid of the vote, Medical Department, Hospitals and Asylums, Other Charges, Drawings of the Lissa Sineola Fly, (5 guineas). This was all the business.

SUBSCRIPTION GRIFINS.

As reported in our yesterday's issue the third batch of subscription griffins (17 in all) arrived in the morning by the s.s. *Kowloon*. They were drawn at 5.30 p.m. in the afternoon at Kennedy Stables.

The detail drawing is as follows:—
No. 39—Grey, Mr. J. A. Jopp.
No. 40—Grey, Mr. F. M. Marshall.
No. 41—Grey, Mr. M. W. Slade.
No. 42—Grey, Messrs Reid and Golding.
No. 43—Chestnut, Mr. A. Morley.
No. 44—Chestnut, Mr. Ellis Kadourie.
No. 45—Grey, Mr. W. G. Philp.
No. 46—Grey, Mr. W. G. Philp.
No. 47—Skewbald, Mr. H. N. Mody.
No. 48—Grey, Mr. H. N. Mody.
No. 49—Grey, Mr. R. E. Kadourie.
No. 50—Grey, Mr. H. W. Slade.
No. 51—Grey, Dr. J. M. Aikhasoo.
No. 52—Grey, Mr. Dashwood.
No. 53—Grey, Mr. W. W. G. Ross.
No. 54—White, Mr. W. W. G. Ross.
No. 55—Grey, Admiral Lambton.

A Remarkable Position.

UNEXPECTED DEVELOPMENT IN THE HASTINGS PROSECUTION.

MR. BOWLEY PROTESTS AGAINST THE PROCEEDINGS.

Before Mr. J. R. Wood at the Magistracy this afternoon, Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Deacon) made an application for the discharge of the Chinaman who is charged with the alleged receiving of \$24,000 from Mr. John Hastings under false pretences.

Mr. F. B. L. Bowley (from the Crown Solicitor's office), who appeared for the prosecution, stated that there appeared to be a certain amount of misunderstanding in the case. His friend was acting under a mistaken view and his application was irregular. He did not represent Mr. Hastings but the King. He submitted that the proceedings were perfectly legal and as ordered for a remand, subject to any application that might be made.

Continuing, Mr. Bowley stated that the case arose out of a forged mortgage. The forged mortgage was made in Messrs. Hastings and Hastings' office. Mr. Hastings, who was absent from the Colony, was qualified to appoint any person to watch the case on his behalf, and Mr. Davidson (present in the Court-room) who was the principal witness in the case, was entitled to watch the proceedings.

Mr. Shenton at this point cited an authority and submitted that complainant must appear, otherwise, the defendant was entitled to his discharge, unless the records were altered.

His Worship stated that he understood that Mr. Bowley had suggested that he should appear on the records as the King by Counsel.

Mr. Bowley—I didn't suggest anything of the sort.

Proceeding, Mr. Bowley submitted that he should appear on the records as the Crown Solicitor and not by his personal name. A Crown Solicitor was entitled to certain things.

His Worship—It is always done in Police Courts.

Mr. Bowley contended that he was prosecuting in his official capacity.

His Worship at this stage announced that he would remand the case till 11.30 to-morrow morning, in order to consider an application for the possible discharge of the defendant on the ground that the King was not represented in the case.

Mr. Bowley—I shall be engaged at the Supreme Court at 11.30 to-morrow.

His Worship—What time to-morrow will suit you, Mr. Bowley?

Mr. Bowley—No time. I shall be engaged the whole day.

His Worship—The case is reminded till 11.30 to-morrow.

Mr. Bowley protested against the proceedings absolutely and entirely and said they were not according to law and he intended his intention to make representations to the Attorney-General.

Mr. Shenton applied for costs.

His Worship (smiling)—I shall pay you the costs. What are your costs, five dollars?

Mr. Shenton—Five dollars, your Worship.

Mr. Bowley—I think the application is somewhat premature.

WATER POLICE CONCERT.

A GREAT PROGRAMME.

One of the finest concerts of the season which is to be held on January eighth is that given by the Water Police. Where Kowloon is most decent people know the police station—at least those of us who want to meet the hospitality of the force. This means of course that the invitations for the regular symposium are being handed out by an old friend Mr. Willes. Nothing more need be said. We present the election of new and old officebearers. President: Inspector Langley, secretary: Sergt. Willes; treasurer: P. C. Pattison; gen. committee: Messrs. Jackson, Bolle, Boulger, Caygill, Sutton, Edwards, Davis Brooks, Langley, McLennan, Munday, Gattner, Connaughton, Thompson and Thomas.

DANISH BUTTERERS' METHODS.

HOW THE TINS ARE PACKED FOR HONGKONG.

An interesting article has reached us which we are sure will interest readers who are prone to consume the butter made beyond the seas. We agree with the writer when he says that Danish butter in tins represents one of those articles for which Denmark has obtained a high reputation in all countries and every step made for the perfection of this industry will always arouse interest. The firm of Philip W. Heyman, whose butter has for about half a century been known throughout the world as the finest in existence, has introduced, as the latest improvement in connection with this industry, the packing of butter in tins by means of a special machine invented and patented by the firm. This machine is so constructed that by a very ingenious system the butter is filled into the tins automatically, absolutely precluding the packers touching the butter during this process, a system whereby the acme of cleanliness and hygiene must say to be reached. The packing by this machine has furthermore the effect of crushing all superfluous moisture out of the butter before it is tinned. This naturally has the most beneficial influence not only upon the quality and flavour of the butter but also upon its well-keeping, and the fact that the butter as it has been proved by official analysis contains more butterfat than other brands naturally makes this butter particularly economical in use. In further connection with this machine is found an apparatus, also patented by the firm, which has the effect that the tin as soon as it is filled with butter to the top, frees itself from the machine automatically by its own weight therefrom, preserving itself with an entirely smooth surface free from those small holes which through the use of the old method are nearly always found in the butter and which on account of the air they contain have a very unsatisfactory influence upon the well-keeping of the butter.

SOUTH CHINA MORNING POST, LIMITED.

ANNUAL REPORT.

The report and accounts of the South China Morning Post, Limited, for presentation at the seventh ordinary meeting of shareholders to be held in the offices of Dr. Noble, Bank Buildings, Queen's Road Central, on Wednesday, December 15th, at 12 noon, reads:—

GENTLEMEN,—The directors beg to submit their report for the year ending August 31st, 1909.

The debit balance of the profit and loss accounts as per the last balance sheet was \$16,402.67.

The profit for the year ending 31st August, 1909, is \$25,506.29.

Leaving a reduced debit to be carried forward of \$1,066.38.

The directors, Dr. J. W. Noble, Mr. G. C. Moxon and Mr. J. S. Harston, ratify according to clause 85 of the articles of association, but offer themselves for re-election.

Mr. P. M. Hodgson has been appointed a director to serve during Mr. Harston's absence on leave. This appointment requires your confirmation.

GEO. T. LLOYD, General Manager.
G. C. MOXON, Chairman.
P. M. HODGSON, Director.

Hongkong, 3rd December, 1909.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST AUGUST, 1909.

Dr.

To Depreciation written off machinery, type, metals, stores, furniture and library (averaging 10% per annum) \$ 7,237.75

To Directors' fees 2,000.00

To European employees' outward and homeward passages 952.58

To Interest (loan) 411.51

To Bad debts reserve 1,180.00

11,791.84

To Balance, being net profit for year 25,506.29

\$37,298.13

Cr.

By Profit on trading account \$37,158.28

By Transfer fees 400

By Interest and exchange 135.95

\$37,298.13

BALANCE SHEET, 31ST AUGUST, 1909.

Liabilities.

Capital (Authorized and Subscribed) 6,000 shares \$25 each \$150,000.00

Bad and doubtful debts reserve 628.49

Reserve for employees homeward passages 1,352.07

Sundry Creditors—

Wages, paper, stores, subscriptions in advance, etc. 11,264.49

Assets.

Washington, 20th November, 1964.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. Line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER. 11 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 28TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 12TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 16TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 11TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADY, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI via SWATOW	"HANGSANG"	FRIDAY, 10th Dec., Noon.
MANILA	"LOONGSANG"	FRIDAY, 10th Dec., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"LAISANG"	SATURDAY, 11th Dec., Noon.
SHANGHAI	"WONGSANG"	SUNDAY, 12th Dec., Daylight.
SHANGHAI	"WINGSANG"	WEDNESDAY, 15th Dec., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 17th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	SUNDAY, 19th Dec., 3 P.M.
& MOJI	"KUTSANG"	SUNDAY, 19th Dec., 3 P.M.
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	THURSDAY, 6th Jan., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutsang," "Namsang" and "Yongsang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61, Hongkong, 9th December, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
TSINGTAI, WEI HAI WEI & CHEFOO	"NAHOANG"	10th Dec., 4 P.M.
SWATOW, AMOY, NINGPO & S'CHAI	"CHINCHIANG"	11th Dec., 4 P.M.
SHANGHAI	"CHINCHUA"	12th Dec., Daylight.
AMOY, MANILA, CEBU & ILOILO	"SUNGKIANG"	13th Dec., 4 P.M.
MANILA	"TAMING"	14th Dec., 3 P.M.
SHANGHAI	"CHENAN"	15th Dec., 4 P.M.
SHANGHAI	"ANHUI"	16th Dec., Daylight.
MANILA	"TEAN"	17th Dec., 3 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	18th Dec., 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Abe, Chuan, Linan, Chianan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 25, Hongkong, 9th December, 1909.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Days.
RUBI	1540	R. W. Almond.	AMOY & MANILA	FRIDAY, 10th Dec., at 10 A.M.
LAURO	1540	R. Rogers	MANILA	SATURDAY, 11th Dec., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Telephone No. 25, Hongkong, 9th December, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSU MARU 5,000 tons gross Sail 19th Dec., 1909, at Daylight.

S.S. AMERICA MARU 5,000 " " 5th Feb., 1910, at Noon.

For particulars, apply to

N. YAMADA,

Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th November, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers.	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 13th Dec., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th December, 1909.

T. ARIMA, Manager.

499

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP	"HIRANO MARU," Capt. H. Fraser	WEDNESDAY, 22nd Dec., at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	"TAKAGI MARU," Capt. A. Chikuma	WEDNESDAY, 23rd Dec., at Daylight.
	"KAMO MARU," Capt. F. L. Sommer	WEDNESDAY, 23rd Dec., at Daylight.
VICTORIA, B.C. & SEATTLE	"AWA MARU," Capt. A. Keith	WEDNESDAY, 19th Jan., from YOKOHAMA.
VICTORIA, B.C. & SEATTLE	"SANUKI MARU," Capt. K. Homma	SATURDAY, 29th Jan., from KOBE.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU," Capt. M. Winkler	FRIDAY, 24th Dec., at Noon.
	"YAWATA MARU," Capt. T. Sekine	FRIDAY, 24th Dec., at Noon.
SHANGHAI, MOJI AND KOBE	"YETOROFU MARU," Capt. K. Soyeda	FRIDAY, 10th December.
NAGASAKI, KOBE and YOKOHAMA	"MISHIMA MARU," Capt. A. E. Moses	FRIDAY, 17th Dec., 5 P.M.
	"YAWATA MARU," Capt. T. Sekine	WEDNESDAY, 23rd Dec., at Noon.
KOBE and YOKOHAMA	"AWA MARU," Capt. A. Keith	FRIDAY, 10th Dec., at 5 P.M.
BOMBAY, via SINGAPORE & COLOMBO	"BINGO MARU," Capt. G. C. Hurry	THURSDAY, 16th December.

Fitted with new System of wireless telegraphy. 1 Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO, Manager.

499

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "CARMARTHENSHIRE" Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON £85

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 30th November, 1909.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubaltino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Packing Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship.

"ISCHIA."

Captain Belsito, will be despatched as above on MONDAY, the 13th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 4th December, 1909.

16

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Aymeric	4,363	J. Boyd	1909
Superia	6,332	S. Shotton	22nd Dec. 1909
Oceanic	4,657	F. W. Davies	13th Jan. 1910
Kameric	6,332	J. Mathie	10th Feb. 1910
Aymeric	4,363	J. Boyd	7th April 1910

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 7th December 1909.

8

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain W. Barrett, will be despatched as above on or about 26th December.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 3rd November, 1909.

801

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"SHIMOSA"

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 26th November, 1909.

15

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. R. S. CROWE

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese Capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON & CO., LD.,

SHU ON & CO., LD.,

20, Queen's Road West, Hongkong, 26th April, 1909.

16

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"HIMALAYA,"

Captain L. E. S. Spicer, R.M.N., carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc., on SATURDAY, the 11th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mongolia," 9,505 tons, from Colombo. Passengers' accommodation is such that it is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Himalaya," due in London on 22nd January, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWITT, Superintendent

Hongkong, 27th November, 1909.

16

HONGKONG—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAMAYO" On 14th December, 1909.

For Freight and further information, apply to—

SHEWAN, TOMES & CO., General Agents.

Hongkong, 3rd December, 1909.

1769

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUZK CANAL

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	191/16
Do. demand	191/16
Do. 4 months' sight	191/16
France-Bank T.T.	241/16
Do. demand	241/16
Do. 4 months' sight	241/16
Germany-Bank T.T.	170/16
Do. demand	170/16
Do. 4 months' sight	170/16
India-Bank T.T.	130/16
Do. demand	130/16
Do. 4 months' sight	130/16
Shanghai-Bank T.T.	741/16
Do. demand	741/16
Do. 4 months' sight	741/16
Japan-Bank T.T.	100/16
Do. demand	100/16
Do. 4 months' sight	100/16

4 months' sight L/O	191/16
6 months' sight L/O	191/16
30 days' sight San Francisco & New York	431/16
4 months' sight do.	441/16
30 days' sight Sydney & Melbourne	191/16
4 months' sight do.	201/16
6 months' sight do.	211/16
4 months' sight Germany	170/16
Bank of England rate	11/3
Sovereign	11/3

SHIPPING AND MAILS

MAILS DUE

German (Prinz Sigmund) 10th inst.	
German (Daulow) 10th inst.	
Indian (Kutring) 12th inst.	

The C. N. Co.'s s.s. *Anhui* left Shanghai on 9th inst., and is due here on 12th inst.

The P. & A. Co.'s s.s. *Harcourt* is due to arrive at Hongkong on 17th inst., from Kobe.

The P. & A. Co.'s s.s. *Harcourt* will sail from Kobe on 8th inst., for Hongkong via Moji, bringing on the *Sail* cargo.

The Apco Co.'s s.s. *Japan* from Yokohama and Kobe left Moji yesterday afternoon, and may be expected here on 13th inst.

The Imperial German Mail s.s. *Prinz Sigmund* left Manila yesterday at 1 p.m., and may be expected here on 10th inst., at 6 p.m.

The P. & A. Co.'s s.s. *Sail* left Kobe on 5th inst., for Moji, at which port she will bunker and return to Port of Call on 10th inst., on 10th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 8.30 a.m. on 9th inst., and leaves again at 2 p.m., same day, for Kobe, where she is due to arrive at 3 p.m., on 10th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 9th at 11.50 a.m. - The barometer has fallen moderately over Japan and the Loochoos, and risen considerably over N. China.

A high pressure area of considerable intensity lies over N. China, and pressure is low over the Pacific to the N.E. of Japan, and also to the S. of the Loochoos.

Strong monsoon gales are expected to set in over the Formosa Channel and the N. part of the China Sea, during the next 24 hours.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.-Hongkong and Neighbourhood, N. and N.E. winds, probably freshening to a moderate gale; fine, squally.

2.-Formosa Channel, N.E. gales.

3.-South coast of China between Hongkong and Loochoos, same as No. 1.

4.-South coast of China between Hongkong and Hainan, same as No. 2.

Shipping.

Arrivals.

Toonau, Chi. s.s., 931, A. A. Crawford, 8th Dec., Chefoo 4th Dec., Vermicelli - C. M. S. N. Co.

Wingsang, Br. s.s., 1,517, J. M. Smith, 8th Dec., Tachigoh via Chefoo 28th Nov., Salt - J. M. & Co.

Shantung, Br. s.s., 1,360, Robinson, 8th Dec., Sam-rang 28th Nov., Sugar - B. & S.

Tacoma Maru, Jap. s.s., 3,830, H. Yamamoto, 9th Dec., Shanghai 6th Dec., Flour and Gen. - O. S. K.

Socotra, Br. s.s., 3,896, F. E. Andrews, 9th Dec., London 9th Oct., Gen. - P. & O. S. N. Co.

Fritthof, Nor. s.s., 891, O. Andersen, 9th Dec., Haiphong 3rd Dec., Rice - Agard, Thoresen & Co.

Huangang, Br. s.s., 1,350, S. Wilde, 9th Dec., Canton 8th Dec., Gen. - J. M. & Co.

Helene, Ger. s.s., 771, J. Jensen, 9th Dec., Swatow 10th Dec., Gen. - J. & Co.

Awa Maru, Jap. s.s., 3,500, A. Keith, 9th Dec., London and Singapore 2nd Dec., Gen. - N. Y. K.

Empress of Japan, Br. s.s., 3,039, H. Pybus, 9th Dec., Vancouver 18th Nov., and Shanghai 7th Dec., Mails and Gen. - C. P. R. Co.

Shansi, Br. s.s., 1,218, G. W. Redy, 9th Dec., Haichow (Tientsin R. Dec., Horses - B. & S.

Delta, Br. s.s., 4,780, B. W. Snow, 9th Dec., Bombay 24th Nov., and Singapore 4th Dec., Mails and Gen. - P. & O. S. N. Co.

Clearances at the Harbour Office.

Bourbon, for Saigon.
Socotra, for Takao.
Sicilia, for Shanghai.
Helene, for Haiphong.
Huangang, for Swatow.
Linau, for Shanghai.

Departures.

Dec. 9.
Bourbon, for Saigon.
Socotra, for Nagasaki.
Changking, for Weihaiwei.
Pitt nullo, for Swatow.
Daisy, for Kwong Yung.
Yaching, for Shanghai.
Kwangsi, for Shanghai.
Kwangsi, for Canton.
Kwangsi, for Canton.
Marte, for Canton.
Yachow, for Canton.
Socotra, for Takao.
Linau, for Shanghai.
Huangang, for Swatow.

Passengers arrived.

Per *Tacoma Maru*, from Shanghai - Mr. C. W. Collier.
Per *Awa Maru*, from London &c. - Mrs. Niel, Mr. and Mrs. J. Watson and child; Misses Silva, L. and F. Silva, Mrs. Price and 2 children, Messrs. E. Jones, J. R. Reid, Thompson and L. Lord.
Per *Empress of Japan*, from Vancouver, B.C. - Lieut. Engr. F. W. Bromby, R.M., Mr. J. Bain, Miss B. Mrs. Hambley, C.E., and Mrs. J. S. Eddy. From Yokohama - Mr. and Mrs. E. C. Bindmarsh, Miss E. M. Kains, Mr. and Mrs. S. E. Lees, Mr. G. S. E. Lees, and Miss O. W. Lee. From Shanghai - Messrs. Chow Kai Ping and servant, Chan Sing Chong and servant, Wo Quong Yung and servant, W. W. Westworth, Miss M. Higgins, Mr. Max. Klett, Miss F. C. user, Mrs. W. Max. Muller and servant, Mr. H. R. Paulson.

Shipping Reports.

Str. *Socotra*, from London - Moderate weather.
Str. *Toonau*, from Chefoo - Light N. and N.E. wind, fine and clear weather.

Str. *Huangang*, from Tachigoh via Chefoo - Moderate to strong monsoon, and fine weather.

Str. *Shansi*, from Hainan - Fine weather throughout. Horses for Chinese Army at Canton.

VESSELS IN PORT.

STREMBERS.
Carl Diederichsen, Ger. s.s., 774, J. Kuyser, 8th Dec., Haiphong and Hainan 6th Dec., Gen. - J. & Co.

Chihli, Br. s.s., 1,135, Lindberg, 6th Dec., Canton 6th Dec., Gen. - B. & S.

Chihli, Br. s.s., 1,135, Lindberg, 6th Dec., Canton 6th Dec., Gen. - B. & S.

Chihli, Br. s.s., 1,135, Lindberg, 6th Dec., Canton 6th Dec., Gen. - B. & S.

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Chihli, Br. s.s., 1,135, Lindberg, 6th Dec., Canton 6th Dec., Gen. - B. & S.

Chihli, Br. s.s., 1,135, Lindberg, 6th Dec., Canton 6th Dec., Gen. - B. & S.

HONGKONG TIDE TABLE.

From December 9th to 15th, 1909.

Day	Month	HIGH WATER.		LOW WATER.	
		Mean Time	Height	Mean Time	Height
Thurs	9	11.45	6.0	1.15	1.5
Fri	10	12.15	6.1	1.45	1.5
Sat	11	12.45	6.2	1.45	1.5
Sun	12	13.15	6.3	1.45	1.5
Mon	13	13.45	6.4	1.45	1.5
Tues	14	14.15	6.5	1.45	1.5
Wed	15	14.45	6.6	1.45	1.5

CHINA CLASH METEOROLOGICAL REGISTER.

December 8th, 1909, a.m.

Locality	Bar. Th. Hg.	Wind	Wt.
Vladivostok	30.41	60	NW 1 b
Nemuro	30.41	60	NW 1 b
Hakodate	30.41	60	NW 1 b
Tokio	30.41	60	NW 1 b
Kochi	30.41	60	NW 1 b
Nagasaki	30.41	60	NW 1 b
Kagoshima	30.41	60	NW 1 b
Osaka	30.41	60	NW 1 b
Naha	30.41	60	NW 1 b
Isigakijima	30.41	60	NW 1 b
Bonin Is.	30.41	60	NW 1 b
Chefoo	30.41	60	NW 1 b
Weihaiwei	30.41	60	NW 1 b
Hankow	30.41	60	NW 1 b
Kobe	30.41	60	NW 1 b
Shanghai	30.41	60	NW 1 b
Amoy	30.41	60	NW 1 b
Swatow	30.41	60	NW 1 b
Taipei	30.41	60	NW 1 b
Tientsin	30.41	60	NW 1 b
Peking	30.41	60	NW 1 b
Harbin	30.41	60	NW 1 b
Manchuria	30.41	60	NW 1 b
Inner Mongolia	30.41	60	NW 1 b
Outer Mongolia	30.41	60	NW 1 b
Altai	30.41	60	NW 1 b
Khentii	30.41	60	NW 1 b
Bayan	30.41	60	NW 1 b
Orkhon	30.41	60	NW 1 b
Uvs	30.41	60	NW 1 b
Khovd	30.41	60	NW 1 b
Bayan	30.41	60	NW 1 b
Orkhon	30.41	60	NW 1 b
Uvs	30.41	60	NW 1 b
Khovd	30.41	60	NW 1 b

December 9th, 1909, a.m.

Vladivostok	30.41	60	NW 1 b
Nemuro	30.41	60	NW 1 b
Hakodate	30.41	60	NW 1 b
Tokio	30.41	60	NW 1 b
Kochi	30.41	60	NW 1 b
Nagasaki	30.41	60	NW 1 b
Kagoshima	30.41	60	NW 1 b
Osaka	30.41	60	NW 1 b
Naha	30.41	60	NW 1 b
Isigakijima	30.41	60	NW 1 b
Bonin Is.	30.41	60	NW 1 b
Chefoo	30.41	60	NW 1 b
Weihaiwei	30.41	60	NW 1 b
Hankow	30.41	60	NW 1 b
Kobe	30.41	60	NW 1 b
Shanghai	30.41	60	NW 1 b
Amoy	30.41	60	NW 1 b
Swatow	30.41	60	NW 1 b
Taipei	30.41	60	NW 1 b
Tientsin	30.41	60	NW 1 b
Peking	30.41	60	NW 1 b
Harbin	30.41	60	NW 1 b
Manchuria	30.41	60	NW 1 b
Inner Mongolia	30.41	60	NW 1 b
Outer Mongolia	30.41	60	NW 1 b
Altai	30.41	60	NW 1 b
Khentii	30.41	60	NW 1 b
Bayan	30.41	60	NW 1 b
Orkhon	30.41	60	NW 1 b
Uvs	30.41	60	NW 1 b
Khovd	30.41	60	NW 1 b
Bayan	30.41	60	NW 1 b
Orkhon	30.41	60	NW 1 b
Uvs	30.41	60	NW 1 b
Khovd	30.41	60	NW 1 b

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

Mails from Europe via Siberia: Date of despatch Date due in Hongkong 17th, 19th and 20th instants To-morrow Himalaya

A Mail will close for: Manila - Per *Rubi*, 10th Dec. 9 A.M. Swatow, Amoy and Foochow - Per *Haitan*, 10th Dec. 9 A.M. Swatow and Shanghai - Per *Haitan*, 10th Dec. 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco - Per *Nippon Maru*, 10th Dec. 11 A.M.

Macao - Per *Sui Tai*, 10th Dec. 1.15 P.M. Manila - Per *Loongang*, 10th Dec. 3 P.M. Kobe and Yokohama - Per *Awa Maru*, 10th Dec. 5 P.M.

Singapore, Penang and Calcutta - Per *Lalung*, 11th Dec. 10 A.M. Europe, &c., India, via Tuticorin - Per *Himalaya*, 11th Dec. 11 A.M.

Macao - Per *Sui Tai*, 11th Dec. 1.15 P.M. Shanghai - Per *Kwongsiang*, 11th Dec. 5 P.M.

SHANGHAI VIA SIBERIAN MAIL TO Europe - Per *Chihna*, 11th Dec. 6 P.M. Swatow - Per *Haitan*, 12th Dec. 9 A.M.

Swatow, Amoy and Tamsui - Per *Daikoku Maru*, 12th Dec. 9 A.M. Singapore, Penang and Bombay - Per *Ichikawa*, 13th Dec. 11 A.M.

Amoy, Manila, Cebu and Iloilo - Per *Swung-hang*, 13th Dec. 3 P.M. Swatow, Amoy and Foochow - Per *Haitan*, 14th Dec. 11 A.M.

Manila - Per *Taming*, 14th Dec. 3 P.M. Shanghai, Yokohama, Kobe and Moji - Per *Gregory*, 15th Dec. 10 A.M. Europe, &c., India, via Tuticorin - Per *Prins Ludwig*, 15th Dec. 11 A.M.

Shanghai - Per *Canan*, 16th Dec. 6 P.M. Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (via Siberian Mail to Europe) - Per *Siberia*, 17th Dec. 11 A.M.

Manila - Per *Taming*, 17th Dec. 3 P.M. SHANGHAI VIA SIBERIAN MAIL TO Europe - Per *Chihna*, 17th Dec. 6 P.M. Swatow - Per *Haitan*, 18th Dec. 9 A.M.

Swatow, Amoy and Tamsui - Per *Daikoku Maru*, 18th Dec. 9 A.M. Singapore, Penang and Bombay - Per *Ichikawa*, 19th Dec. 11 A.M.

Amoy, Manila, Cebu and Iloilo - Per *Swung-hang*, 19th Dec. 3 P.M. Swatow, Amoy and Foochow - Per *Haitan*, 20th Dec. 11 A.M.

Manila - Per *Taming*, 17th Dec. 3 P.M.

Shanghai, Yokohama, Kobe and Moji - Per *Gregory*, 15th Dec. 10 A.M. Europe, &c., India, via Tuticorin - Per *Prins Ludwig*, 15th Dec. 11 A.M.

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Manila - Per *Taming*, 17th Dec. 3 P.M. SHANGHAI VIA S

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